OTRANTO

VICKERS LIMITED

No 619

PROFILE.

L.S.S. Otranto — Brw 7 E Rpt No 2157

003124-003130-0004

7/8/24

TWIN SCREW PASSENGER & CARGO VESSEL

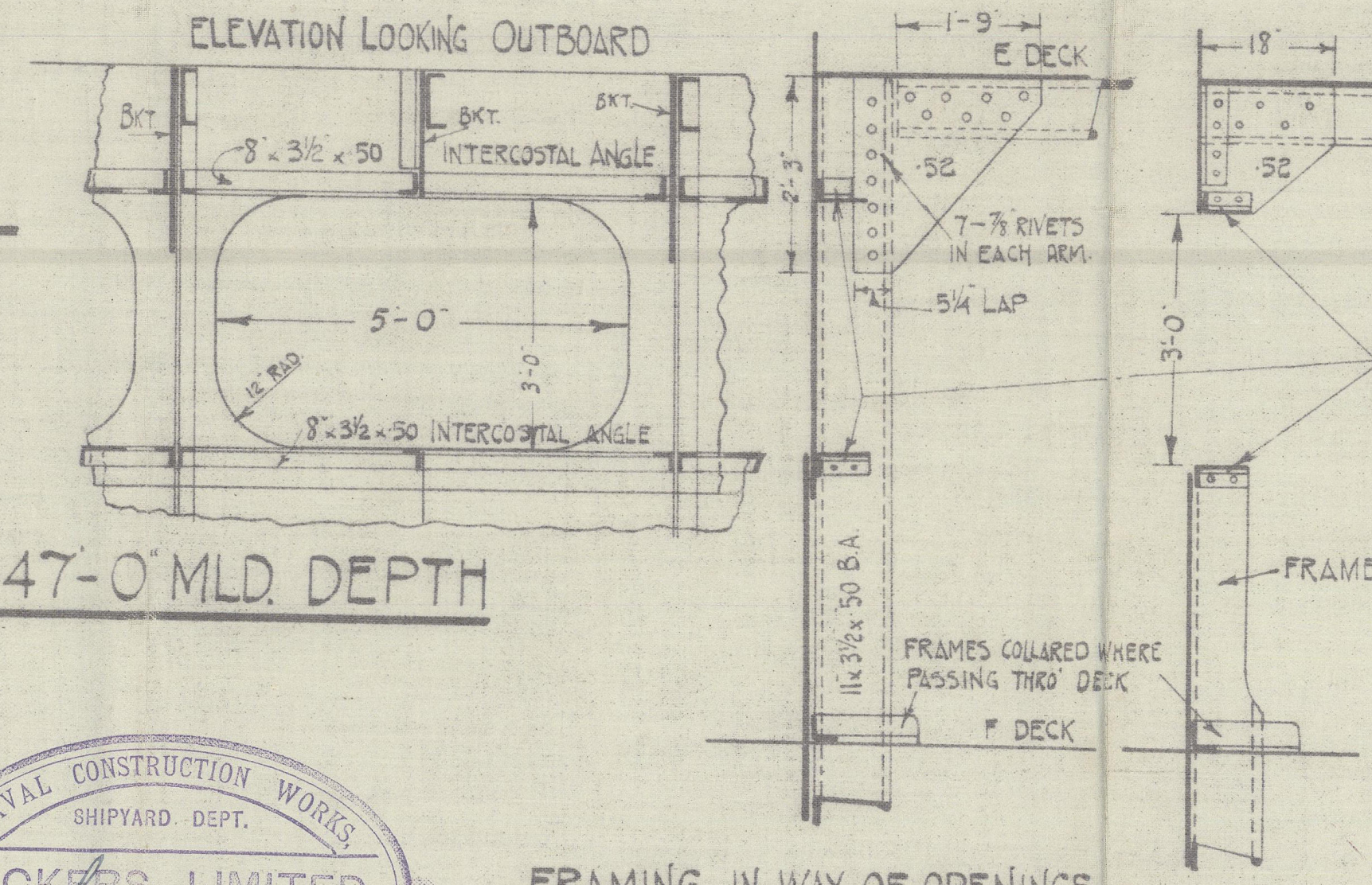
No 619

— PROFILE —

SCALE 1/8 INCH = 1 FOOT

DIMENSIONS:- 630'-0" B.P. 75'-0" MLD BEAM 47'-0" MLD DEPTH

CLASS 100 A.1. WITH FREEBOARD



ELEVATION LOOKING OUTBOARD
BKT.
8" × 3½" × .50
BKT.
INTERCOSTAL ANGLE
BKT.
5'-0"
3'-0"
12" RAD
8" × 3½ × .50 INTERCOSTAL ANGLE
1'-9"
E DECK
2'-3"
.52
7-⅞ RIVETS IN EACH ARM.
5¼ LAP
11 × 3½ × .50 B.A.
FRAMES COLLARED WHERE PASSING THRO' DECK
F DECK
18"
E DECK
.52
3'-0"
8" × 3½ × .50 ANGLE
LUG 3½" × 3½ × .50
FRAME CUT TO 8"

FRAMING IN WAY OF OPENINGS

SCANTLINGS FOR BULKHEADS, OTHER THAN MIDSHIP OIL BUNKER, SIMILAR TO THOSE APPROVED FOR No 598.

OIL FUEL SIDE BUNKERS SIMILAR IN CONSTRUCTION TO THOSE APPROVED FOR No 598

SEE ALSO IN CONJUNCTION WITH THIS PLAN DECKS. PLAN Nos

NAVAL CONSTRUCTION WORKS,
SHIPYARD DEPT.
VICKERS LIMITED,
25 JUL 1924
BARROW-IN-FURNESS.

C DECK
D DECK
E DECK
F DECK
G DECK
H DECK
CONSTRUCTION OF CRUISER STERN AS PER DETAIL SUBMISSION FOR SHIP No 598
FRAMES 10 × 3½ × .54 B.A. TO E DECK CUT TO 8" AT F DECK
WEB FRAME
FRAMES 10 × 3½ × .54 B.A. FROM H TO E DECK CUT TO 8" AT F DECK
FRAMES CUT TO 8" AT F DECK
FRAMES 10 × 3½ × .54 B.A. TO H DECK
FRAMES 11 × 3½ × 50 B.A. FROM TUNNEL FLAT TO E DECK
FRAMES CUT TO 8" AT F DECK ON ALTERNATE FRAMES
FRAMES 11 × 3½ × 50 B.A. TUNNEL FLAT TO E DECK CUT TO 8" AT F DECK AND BRACKETED AT TUNNEL FLAT ON ALTERNATE FRAMES
FRAMES 11 × 3½ × 50 B.A. TUNNEL FLAT TO D DECK CUT TO 8" AT F DECK ALTERNATELY
FRAMES 11 × 3½ × 50 B.A. TO E DECK
FRAMES 11 × 3½ × 50 B.A. CUT TO 8" AT F DECK TO D DECK
FRAMES BKT.P.
FRAMES BKT.P.
8 × 3½ × .48 D TO C DECKS SCARPHED AT D DECK
11 × 3½ × .54 B.A. TANK TOP TO D DECK CUT TO 8" AT F DECK TO SUIT ROLLING
REV. FRAMES 8" × 4" × .60 B.A. TANK TOP TO G DECK 14½" GIRDER
W.T.B.
W.T.B. ABOVE TUNNEL FLAT
W.T.B. AT CR.
W.T.B. AT CR.
TUNNEL FLAT
TUNNEL TOP
W.T. BHD ON CENTRE LINE
FOR FRAMES SEE PLAN OF BOSSED FRAMES CONSTRUCTION SIMILAR TO THAT APPROVED FOR No 598
FRAMES ~~11 × 3½ × 50~~ B.A. TO TUNNEL FLAT
Plan of Tanks to be submitted.
DYNAMO FLAT
REV. FRAMES 5" × 3" × .46 G TO F DECK 9½" GIRDER
FRAMES 8" × 3½ × .48 ANGLE FROM G TO C DECKS
Web frames 8" × 3½ spaced about 30' apart over bulkheads where practicable
ENGINE ROOM
FRAMES 10" × 3½ × .54 B.A. TANK TOP TO G DECK WITH 2 ROWS OF BKT PLATES ON EACH FRAME TO WING TANK STIFF'RS
Plan to be submitted
TANK KNEES .51. .56 IN BOILER SPACE
STRINGER
STRINGER
BOILER ROOM
FRAMES 10 × 3½ × .60 B.A. TANK TOP TO G DECK
REV. FRAMES 5" × 3" × .46 G TO F DECKS 9½" GIRDER
CARRIED UP TO E DECK ON ALTERNATE FRAMES, CLEAR OF WEB FRAMES, IN WAY OF SALOON
FRAMES 10 × 3½ × .60 B.A. TANK TOP TO G DECK
OIL BUNKER
Plan of Oil Bunkers to be submitted
COFFERDAM
OIL FUEL
WELL
BOILER ROOM
FRAMES 10 × 3½ × .60 B.A. TANK TOP TO G DECK
STRINGER
FRAMES 8 × 3½ × .48 ANGLE FROM F TO C DECK AND SCARPHED AT F DECK
FRAMES 11 × 3½ × .52 B.A. FROM PLATFORM TO F DECK FRAMES CUT AT PLATFORM
PLATFORM
FRAMES 11 × 3½ × .52 B.A.
OIL BUNKERS AT SIDE
Plan of Oil Bunkers to be submitted
O.T.
COFFERDAM
WELL
FRAMES 8 × 3½ × .48 ANGLE D TO C DECKS
FRAMES BKT.P.
FRAMES 10 × 3½ × .54 B.A. TANK TOP TO D DECK CUT TO 8" AT F DECK
REV. FRAMES 6 × 3½ × .50 ANGLE TANK TOP TO H DECK 12" GIRDER
FRAMES 10 × 3½ × .54 B.A. TANK TOP TO E DECK CUT TO 8" AT F DECK
REV. FRAMES 6" × 3½ × .50 O.A. TANK TOP TO H DECK 12" GIRDER
FRAMES 8 × 3½ F TO E DECKS .54
FRAMES 8" × 3½ × ~~.48~~ .54 FROM E TO D DECK AND SCARPHED
Web
Web
FRAMES 10 × 3½ × .54 B.A. TANK TOP TO E DECK CUT TO 8" AT F DECK
REV. FRAMES
REV. FRAMES 6 × 3½ × .50 ANGLE 12" GIRDER
FRAMES 10 × 3½ × .54 B.A. CR. LINE TO F DECK
FRAMES 4 × 3½ × .50 12" GIRDER
ORLOP DECK, FOR BEAMS SEE DECK PLAN
ORLOP DECK
LINE OF TANK KNEES
FRAMES 10" × 3½ × .54 B.A. E DECK CUT TO 8" AT F DECK ALTERNATELY
REV. FRAMES 6 × 3½ × .50 O.A. TANK TOP TO H DECK 12" GIRDER
STRINGER
STRINGER
FRAMES 10" × 3½ × .54 B.A. CUT TO 8" AT E & F DECKS ALTERNATELY
WEB FRAMES IN WAY OF HAWSE PIPES
FRAMES
FRAMES CUT & BKT.P.
CHAIN LOCKER
B.A. FRAMES
10 × 3½ × .54
FRAMES 10 × 3½ × .54 B.A.
WATER
BALLAST
STRINGER BKTS. TO EVERY FRAME IN PEAK TANKS TO RULE.
PORTABLE CHAIN LOCKER FLOOR
W.T.B.
W.T.F.
O.T.B.
FLOOR .59
A.P.
F.P.
0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175 180 185 190 195 200 205 210 215 220 225
24" SPACING
36" SPACING
FLOORS .51
SOLID FLOOR PLATES NON W.T. .51 W.T. .59
BOTTOM FRAMES 4 × 4 × .55
REV. FRAMES 4" × 4" × .55 INCREASED TO 5" IN WAY OF W.T. BHDS AT CR. OR IN WINGS
HOR. FLANGE
3/5 LENGTH
½ LENGTH
SOLID FLOORS .51
BOTTOM FRAMES 4 × 4" × .55
REV. FRAMES 6 × 6" × .65 EXCEPT IN WAY OF W.T. FLOORS
SEE SEPARATE PLAN FOR WING TANKS
SOLID FLOOR PLATES NON W.T. .60 W.T. .64
BOTTOM FRAMES 4" × 4" × .70
REVERSE FRAMES 4" × 4" × .70 & {6 × 6 × .70 SINGLE AT 91 & 118 / 4 × 4 × .70 DOUBLE AT 88, 97, 102, 115, 124 & 129} UNDER BOILER BEARERS
SOLID FLOORS .51
BOTTOM FRAMES 4 × 4" .55
REV. FRAMES 4 × 4 × .55 (5 × 4 × .55 AT FRS 140 & 148
½ LENGTH
SOLID FLOORS .51
BOTTOM FRAMES & REV. FRAMES 4" × 4" × .55
36" SPACING
27" SPACING
SOLID FLOORS .51
BOTTOM & REV. FRAMES 4 × 4 × .55
3/5 LENGTH
SOLID FLOORS .51
BOTTOM FRAMES FORD OF 3/5 LENGTH TO 190 FRAME 6" × 6" × .64 ANGLE
MAIN FRAME CARRIED THRO' TANK TOP CUT TO 3½" × 3½" WITH 3½" × 3½" × .64 BACK BAR
REVERSE FRAMES 4 × 4 × .55
27" SPACING
24" SPACING
FLOORS .51
PLAN No. 36
DRAWN.
CHECKED.
PRINT Nos.
MANAGER.
IRONWORKER.
LOFT.
SHIPWRIGHT.
PLUMBER & S.I.W.
SMITH.
JOINER.
MECHANIC.
SUBCONTRACTOR.
OWNERS.

SEE SEPARATE SUBMISSION FOR PANTING ARRANGT APPROVED BY LETTER DATED 5/6/24

Otranto

LJ 7.8.24

003124-003130-0004

VICKERS No 619

T. S. S. "OTRANTO"

Finished Profile

Brw 1st Eny Report
No 2157

003124-003130-0003

NAVAL CONSTRUCTION WORKS
SHIPYARD DEPT.
VICKERS LIMITED
25 JAN 1926
BARROW-IN-FURNESS

T.S.S. "OTRANTO"

PROFILE.

SCALE 1/8" = 1 FOOT.

CLASS: LLOYD'S CLASS 100A.1.

DIMENSIONS. LENGTH B.P. ON L.W.L. 630'-0". BREADTH MLD. 75'-0" DEPTH MLD. 47'-6" (E SHELTER DECK)

NOTE: ALL STIFFS. ON BEAMS IN WAY OF PILLAR BULKHEADS CARRIED UP BACK OF BEAM AND SECURED WITH TWO RIVETS.

BEAMS.

COACH ROOF:-	6½" × 3" × ·30 B.A.	
"A" DECK.	6" × 3" × ·38	
"B" "	6½" × 3" × ·36 B.A.	
"C" "	8" × 3½" × 3½" × ·52/·38 CH.	6 × 3 × ·38 ANGLES AFT.
"D" "	" " " " "	
"E" "	" " " " "	
"F" "	" " " " "	
"G" "	" " " " "	
"H" "	" " " " "	AT C.L. 11" × 3½" × ·50 B.A. (SIDES.)
PLATFORM DECK.	" " " " "	" " " " "
ORLOP DECK.	" " " " "	
FORECASTLE DK.	" " " " "	TO 212 9" × 3½" × ·48 B.A. (FORWD.)

SPECIAL FRAMING IN WAY OF OPENINGS IN SHELL BETWEEN "E" & "F" DECKS
"C" DECK
"D" DECK
"E" DECK
"F" DECK
"G" DECK
"H" DECK
CAFE
SMOKE ROOM
BOILER
FUNNEL
1ST CLASS LOUNGE
NAVIGATING BRIDGE
WRITING ROOM
CASING
FIRST CLASS DINING SALOON
ENGINE ROOM
BOILER ROOM
OIL BUNKER
No 6 HOLD
No 5 HOLD
No 4 HOLD
No 3 HOLD
No 2 HOLD
No 1 HOLD (INSULATED)
(INSULATED)
STEWARDS ACCOM.
MAIL ROOMS
FORE PEAK TANK
LOCKER
(WATER BALLAST)
SALT WATER
FRESH WATER
OIL FUEL
WATER BALLAST SIDES - FRESH WATER C.L.
SOLID FLOORS
SECTION OF STRINGER
BEAMS 6½" × 3" × ·30 B.A.
REVERSE BARS 3½" × 3½" × ·40
PLATING ·50 @ C.L. - ·26 STRINGER
·26 BULWARK
"B" DECK
"C" DECK
COACH ROOF
HOUSE FRONT
SKYLIGHT
·40 BRIDGE FRONT STIFFS. 6½" × 3" × ·34 B.A.
7" × 3" × ·50 B.A. ON SIDES & FORE END COAMINGS
SIDE COAMINGS ·44"
HATCH
PLATING ·26
BEAMS 5" × 3" × ·30
E.R. SKYLIGHT
·26 PLATING

NOTE.
CARGO NOT LESS THAN 100 C.F. PER TON
TO BE CARRIED IN No.s 1 & 3 TRUNK HATCHES.

NO CARGO TO BE CARRIED IN No 2 TRUNK HATCH.

003124-003130-0003

VICKERS LTD

No 619

DECK PLAN (Sheet 1)

C.D+E.

T.S.S. Otranto ~ Brw Rpt 2157

003124-003130-0005

7/8/24

— No 619 —

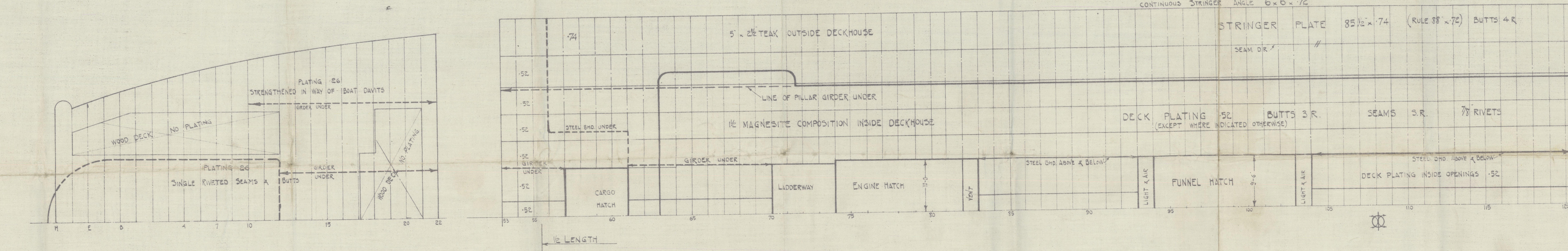
DIMENSIONS:- 630'-0" B.P. 75'-0 MLD. BEAM
x 47'-0" MLD. DEPTH TO E Dk

DECKS (SHEET 1)

SCALE 1/8 INCH = 1 FOOT

NAVAL CONSTRUCTION WORKS
SHIPYARD DEPT.
VICKERS LIMITED,
25 JUL 1924
BARROW-IN-FURNESS.

C DECK BEAMS 8" x 3½" x 3½ x ·38 (WEB) CHANNELS ON EVERY FRAME (4 ROWS OF PILLARS)
SEE MIDSHIP SECTION


CONTINUOUS STRINGER ANGLE 6 x 6" x ·72
5" x 2½ TEAK OUTSIDE DECKHOUSE
STRINGER PLATE 85½" x ·74 (RULE 88" x ·72) BUTTS 4 R
SEAM D.R.
DECK PLATING ·50 BUTTS 3 R. BEAMS 3 R. ¾ RIVETS
1½ MAGNESITE COMPOSITION INSIDE DECKHOUSE
FUNNEL HATCH
ENGINE HATCH
CARGO HATCH
LAUNDRY
VENT
DECK PLATING INSIDE OPENINGS ·30
½ LENGTH
C DECK

D DECK BEAMS 8" x 3½" x 3½ x ·38 (WEB) CHANNELS ON EVERY FRAME FORd OF 48
4 ROWS OF PILLARS. SEE MIDSHIP SECTION

D DECK BEAMS IN WAY OF OPEN SIDE 7 x 3½ x ·42 B.I. (4 ROWS OF PILLARS)

THESE PLATES INCREASED IN THICKNESS OWING TO REDUCTION IN WIDTH OF STRINGER PLATE
CONTINUOUS STRINGER ANGLE
57" x ·54
DECK PLATING ·50 BUTTS 3 R. BEAMS 3 R. ¾ RIVETS
1½ MAGNESITE COMPOSITION INSIDE DECKHOUSE
GIRDER UNDER
PILLAR GIRDER UNDER
FUNNEL HATCH
ENGINE HATCH
CARGO HATCH
CARGO HATCH TRUNKED
LAUNDRY
DECK PLATING INSIDE OPENINGS
½ LENGTH
¼ LENGTH
CENTRE BEAMS ON THE FRAME
2'7" FRAME SPACING
D DECK

Web frames to be arranged similarly to those in No. 598 S.S. "Orama"
Plan of superstructures to be submitted

Continuity of girders to be maintained
Plan of pillars + girders to be submitted.

E DECK BEAMS 8 x 3½" x 3½ x ·38 (WEB) CHANNELS ON EVERY FRAME. SEE MIDSHIP SECTION
4 ROWS OF PILLARS

E DECK

THESE PLATES INCREASED IN THICKNESS OWING TO REDUCTION IN WIDTH OF STRINGER PLATE
CONTINUOUS STRINGER ANGLE
57" x ·48
CANT FRAMES & BEAMS IN WAY OF STERN AS PER DETAIL SUBMISSION FOR SHIP No 577
DECK PLATING ·44 BUTTS 3 R. BEAMS 3 R. ¾ RIVETS
PILLAR GIRDER UNDER
ENGINE HATCH
FUNNEL HATCH
WELL OVER DINING SALOON
CARGO HATCH
CARGO HATCH TRUNKED
LAUNDRY
⅜ LENGTH
½ LENGTH
2'4" FRAME SPACING
2'7" FRAME SPACING
E DECK

PLAN No. 34	DRAWN.	CHECKED.	
	PRINT Nos.		
MANAGER,			
IRONWORKER,			
LOFT,			
SHIPWRIGHT,			
PLUMBER & S.I.W.			
SMITH			
JOINER,			
MECHANIC.			
SUBCONTRACTOR,			
OWNERS,			

W.J.
7.8.24

003124-003130-0005

VICKERS LTD

No 619

DECK PLANS (Sheet 2)

F. G. H.

L. S. S. Otranto ~ Brw F. E Rpt No 2157

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Lloyd's Register
Foundation

003124-003130-0001

Nº 619

DIMENSIONS :- 630'-0" B.P. × 75'-0" MLD. BEAM × 47'-0" MLD. TO E Dᴷ

DECKS (SHEET 2)

SCALE 1/8 INCH = 1 FOOT

7/8/24

NAVAL CONSTRUCTION WORKS
SHIPYARD DEPT.
VICKERS LIMITED
25 JUL 1924
BARROW-IN-FURNESS

NOTE:
DOUBLINGS FITTED AT CORNERS OF OPENINGS ON DECKS C.D.E.F & G
PLATING OF ALL DECKS ARRANGED FOR MULTIPLE PUNCHING.
HATCH END BEAMS SAME SIZE AS ORDINARY BEAMS IN THE VICINITY
SEE SEPARATE SUBMISSION FOR PILLARS & GIRDERS

F DECK
F DECK BEAMS 8" × 3½ × 3½" × ·38 (WEB) CHANNELS ON EVERY FRAME SPAN NOT EXCEEDING 16'-0"
4 ROWS OF PILLARS.
THESE PLATES INCREASED IN THICKNESS OWING TO REDUCTION IN WIDTH OF STRINGER PLATE
SHELL CHOCKS 4 × 4 × ·54 TO ·40 AT END
STRINGER ANGLE 3" × 3" × ·48 TO ·40 AT END
STRINGER PLATE IN WAY OF C DECK 57 × ·44 BUTTS T.R. SEAMS S.R.
DECK PLATING IN WAY OF C DECK ·40 BUTTS D.R. SEAMS S.R.
GIRDER UNDER
DECK COVERING GENERALLY 1½" MAGNESITE COMPOSITION
LADDERWAY
CARGO HATCH
ENGINE HATCH
FUNNEL HATCH
END OF D DECK PLATING
1/3 BEAM
SHELL CHOCKS 4 × 4 × ·54 TO ·40 AT ENDS
STRINGER ANGLE 3 × 3 × ·50 TO ·40 AT ENDS
24" FRAME SPACING
36" FRAME SPACING
27" FRAME SPACING
½ LENGTH
G DECK
G DECK BEAMS 8" × 3½" × 3½" × ·38 (WEB) CHANNELS ON EVERY FRAME. SPAN NOT EXCEEDING 16 FEET
4 ROWS OF PILLARS
FRAMES 87 - 133 CUT AND BRACKETED AT CROWN OF SIDE OIL BUNKERS (SEE MIDSHIP SECTION)
STRINGER ANGLE 6" × 6" × ·54
STRINGER PLATE IN WAY OF D DECK 57" × ·44 BUTTS 3 R.
DECK PLATING AT CROWN OF OIL BUNKERS ·44 BUTTS D.R.
STEEL BHD. UNDER
W.T.B.
PILLAR GIRDER UNDER
DYNAMO FLAT
DYNAMO FLAT RECESSED 3'0" BELOW DECK. SEE PILLAR PLANS FOR SUPPORTS & STIFFENING.
H DECK
H DECK BEAMS 8 × 3½ × 3½ × ·38 CHANNELS ON EVERY FRAME
SPAN NOT EXCEEDING 16 FEET. 4 ROWS OF PILLARS
THESE PLATES INCREASED IN WIDTH OWING TO REDUCTION IN WIDTH OF STRINGER
STRINGER PLATE 57" × ·40 TO 45" × ·40
CONTINUOUS STRINGER ANGLE 5" × 3" × ·40
SHELL CHOCKS 4 × 4 × ·40
SHELL CHOCKS 4 × 4 × ·54
DECK COVERING 1½" MAGNESITE COMPOSITION
DECK PLATING ·34 SEAMS S.R. BUTTS S.R. EXCEPT STRINGER
CARGO HOLD
ENGINE ROOM
OIL BUNKERS
OIL BUNKER
BOILER ROOM
OVERFLOW TANK
SETTLING TANKS
SHELL CHOCKS 4" × 4" × ·54 TO ·40 AT END
STRINGER ANGLE 3" × 3" × ·42 TO ·40 AT END
H DECK BEAMS 8" × 3½" × 3½ × ·38 CHANNEL. 4 ROWS OF PILLARS
FOR SPAN NOT EXCEEDING 16-0"
DECK PLATING ·34 SEAMS S.R. BUTTS D.R. FOR ½ LENGTH. S.R. AT ENDS
STEEL LOCKER
W.T.B
F.P.

Beams supported equally to 4 rows.

Continuity of girders to be maintained
Plan of pillars & girders to be submitted.

W.S.
7.8.24

003124-0031301-0001

VICKERS No 619
T.S.S. OTRANTO

Midship Section (as built)

Brw 1st Entry Report No 2157

003124-003130-0002

T. S. S. "OTRANTO".

MIDSHIP SECTION.

SCALE 1/2 INCH = ONE FOOT.

TO CLASS 100 A. WITH FREEBOARD.

VICKERS LIMITED
SHIPYARD ...
20 NOV. 1925
BARROW-IN-FURNESS

Nº619

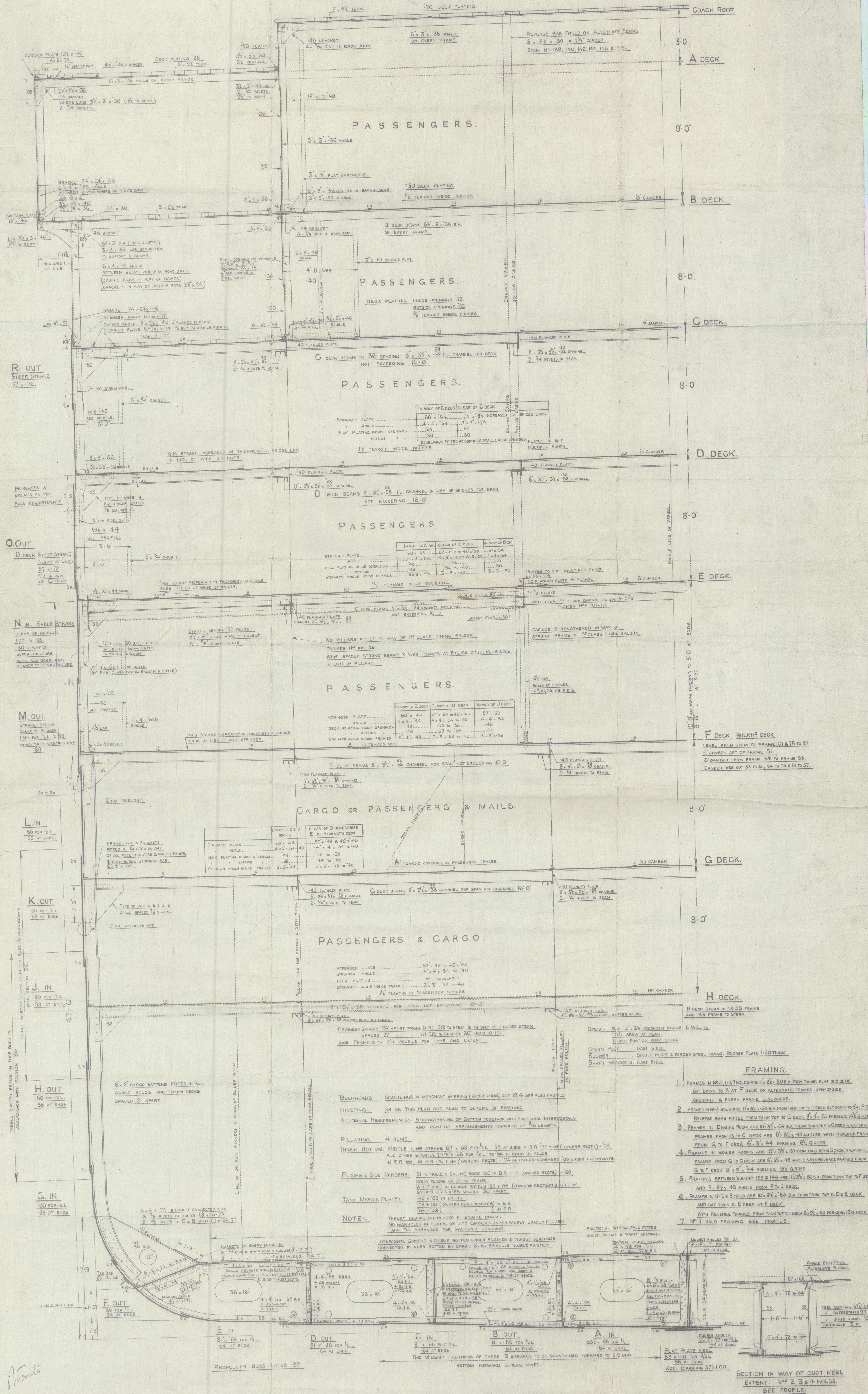
LLOYDS NUMERALS.

LENGTH B.P. .... L = 630'-0"
BREADTH MLD. .... B = 75'-0"
DEPTH MLD. TO E DECK .... D = 47'-0"
1 L × D. .... = 29610
2 L (B + D) .... = 76860
L/D E DECK .... = 13·40
" D " .... = 11·45
? G " "C" .... = 10·00
d G " .... = 25'-0"
d H " .... = 17'-0"

EQUIPMENT Nº ~~83770~~ 84256.

2 BOWER ANCHORS STOCKLESS 137 CWTS. (EACH.)
1 BOWER ANCHOR STOCKLESS 116 CWTS.
1 STREAM ANCHOR STOCKLESS 53¼ CWTS.
CABLE 330 FMS. 3¼" STUD LINK CHAIN.
STREAM ANCHOR WIRE 150 FMS. 7" F.S.W. ROPE.
TOW LINE 140 FMS. 7½" F.S.W. ROPE.
HAWSERS AND WARPS 6 AT 120 FMS. 4" F.S.W.R. ROPE.

ALL DECKS, INNER BOTTOM & A, B, C, D & E STRAKES OF OUTER BOTTOM ARRANGED FOR MULTIPLE PUNCHING. HYDRAULIC RIVETING IN FLAT PLATE KEEL, V. CR. KEELSON. SHEERSTRAKE HAND RIVETED.


5" × 2½" TEAK.
·26 DECK PLATING.
COACH ROOF
·40 BRACKET. 4 - ¾" RIVS IN EACH ARM.
6" × 3" × ·38 ANGLE ON EVERY FRAME
REVERSE BAR FITTED ON ALTERNATE BEAMS 5" × 3½" × ·50 = 7¼" GIRDER BEAM Nº 138, 140, 142, 144, 146 & 148.
3'-0"
A DECK
PASSENGERS.
9'-0"
B DECK.
PASSENGERS.
8'-0"
C DECK
R OUT SHEER STRAKE 57 × ·70.
PASSENGERS.
8'-0"
D DECK.
O. OUT D DECK SHEER STRAKE
PASSENGERS.
8'-0"
E DECK.
N. IN. SHEER STRAKE
PASSENGERS.
M. OUT
F DECK. BULKHD DECK
CARGO OR PASSENGERS & MAILS.
L. IN ·80 FOR ½L ·58 AT ENDS
8'-0"
G DECK.
K. OUT ·80 FOR ½L ·58 AT ENDS
PASSENGERS & CARGO.
8'-0"
H DECK.
J. IN ·80 FOR ½L ·58 AT ENDS
47'-0"
H. OUT ·80 FOR ½L ·58 AT ENDS
G. IN ·80 FOR ½L ·58 AT ENDS
F OUT ·86 FOR ½L ·64 AT ENDS
E IN 81" × ·86 FOR ½L. ·64 AT ENDS.
D. OUT. 81" × ·86 FOR ½L. ·64 AT ENDS
C. IN 81 × ·86 FOR ½L. ·64 AT ENDS
B. OUT 81 × ·86 FOR ½L. ·64 AT ENDS.
A. IN 63½ × ·86 FOR ½L. ·64 AT ENDS.
36" × 16"
PILLAR LINE.
WIDE SPACED PILLARS IN FORE HOLDS.
ENGINE CASING
BOILER CASING
MIDDLE LINE OF VESSEL
BASE LINE
V.C.K. 54" ABOVE TOP OF KEEL.
DOUBLE ANGLES 5" × 5" × ·77 FOR ½L. ·69 AT ENDS.
DOUBLE ANGLES ·81 B.S. 4" × 4" × ·71 FOR ½L. ·64 AT ENDS.
ANGLE STIFFRS ON ALTERNATE FRAMES
67 × ·68
4" × 4" × ·72 TO ·64
·58
1'-6"
KEEL DOUBLING 37" × 1·00 " OUTERSTRAPS ·77. 3R " INNER STRAPS ·66 CONTINUOUS 3 R.

H DECK STERN TO Nº 55 FRAME AND 133 FRAME TO STERN.

FRAMES:- SPACED 24" APART FROM 0-10, 212 TO STEM & IN WAY OF CRUISER STERN.
SPACED 27" " " 171-212 & SPACED 36" FROM 10-171.
SIDE FRAMING:- SEE PROFILE FOR TYPE AND EXTENT.

STEM:- BAR 12" × 3¼" REDUCED ABOVE L.W.L. TO 75% AREA AT HEAD. LOWER PORTION CAST STEEL
STERN POST CAST STEEL
RUDDER SINGLE PLATE & FORGED STEEL FRAME. RUDDER PLATE 1·20 THICK.
SHAFT BRACKETS. CAST STEEL.

FRAMING.

1. FRAMES IN Nº 5, 6 & 7 HOLDS ARE 11" × 3½" × ·50 B.A. FROM TUNNEL FLAT TO E DECK CUT DOWN TO 8" AT F DECK ON ALTERNATE FRAMES IN WAY OF SIDE OPENINGS & EVERY FRAME ELSEWHERE.
2. FRAMES IN Nº 4 HOLD ARE 11" × 3½" × ·54 B.A. FROM TANK TOP TO D DECK CUT DOWN TO 8" AT F DECK. REVERSE BARS FITTED FROM TANK TOP TO G DECK 8" × 4" × ·60 FORMING 14½" GIRDER.
3. FRAMES IN ENGINE ROOM ARE 10" × 3½" × ·54 B.A. FROM TANK TOP TO G DECK IN WAY OF WING TANK FRAMES FROM G TO C DECK ARE 8" × 3½" × ·48 ANGLES WITH REVERSE FRAMES FROM G TO F DECK 6" × 3" × ·44 FORMING 9½" GIRDER.
4. FRAMES IN BOILER ROOMS ARE 10" × 3½" × ·60 FROM TANK TOP TO G DECK IN WAY OF OIL BUNKERS FRAMES FROM G TO C DECK ARE 8" × 3½" × ·48 ANGLE WITH REVERSE FRAMES FROM G TO F DECK 6" × 3" × ·44 FORMING 9½" GIRDER.
5. FRAMING BETWEEN BULKHD 133 & 149 ARE 11" × 3½" × ·52 B.A. FROM TANK TOP TO F DECK AND 8" × 3½" × ·48 ANGLE FROM F TO C DECK.
6. FRAMES IN Nº 2 & 3 HOLD ARE 10" × 3½" × ·54 B.A. FROM TANK TOP TO D & E DECK AND CUT DOWN TO 8" DEEP AT F DECK. WITH REVERSE FRAMES FROM TANK TOP TO H DECK 6" × 3½" × ·50 FORMING 12" GIRDER.
7. Nº 1 HOLD FRAMING SEE PROFILE.

BULKHEADS SCANTLINGS TO MERCHANT SHIPPING (CONVENTION) ACT 1914 SEE ALSO PROFILE.

RIVETING:- AS ON THIS PLAN AND ALSO TO SCHEME OF RIVETING.

ADDITIONAL REQUIREMENTS:- STRENGTHENING OF BOTTOM TOGETHER WITH ADDITIONAL INTERCOSTALS AND PANTING ARRANGEMENTS FORWARD OF 3/5 LENGTH.

PILLARING: 4 ROWS.

INNER BOTTOM. MIDDLE LINE STRAKE 67" × ·68 FOR ½L. ·58 AT ENDS IN B.R. ·70 + ·04 (OWNERS REQTS.) = ·74
ALL OTHER STRAKES 70⅞" × ·58 FOR ½L. TO ·54 AT ENDS IN HOLDS.
IN E.R. ·66, IN B.R. ·70 + ·04 (OWNERS REQTS) = ·74 CEILED OR INCREASED ·08 UNDER HATCHWAYS.

FLOORS & SIDE GIRDERS:- ·51 IN HOLDS & ENGINE ROOM ·56 IN B.S. + ·04 (OWNERS REQTS.) = ·60
SOLID FLOORS ON EVERY FRAME.
W.T. FLOORS IN DOUBLE BOTTOM ·59 + ·05. (OWNERS REQTS. IN B.S.) = ·64
STIFFRS 4" × 4" × ·55. SPACED 30" APART.

TANK MARGIN PLATE:- 49 × ·69 IN HOLDS.
·73 + ·05 (OWNERS REQUIREMENTS) IN B.R.
·69 + ·09 (" ") IN E.R.

NOTE:- THRUST BLOCKS ARE PLACED IN ENGINE ROOM.
NO MANHOLES IN FLOORS OR INTL GIRDERS UNDER WIDELY SPACED PILLARS.
TANK TOP ARRANGED FOR MULTIPLE PUNCHING.

INTERCOSTAL GIRDERS IN DOUBLE BOTTOM UNDER ENGINES & THRUST SEATINGS CONNECTED TO INNER BOTTOM BY SINGLE 6" × 6" × ·65 ANGLE DOUBLE RIVETED.

THE MIDSHIP THICKNESS OF THESE 3 STRAKES TO BE MAINTAINED FORWARD TO 212 BHD.
BOTTOM FORWARD STRENGTHENED.

PROPELLER BOSS LATES ·92.

FLAT PLATE KEEL 59 × 1·10 FOR 3/5L. ·98 AT ENDS. KEEL DOUBLING 37" × 1·00.

SECTION IN WAY OF DUCT KEEL
EXTENT:- Nos 2, 3 & 4 HOLDS.
SEE PROFILE.

Otranto

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